



The Rhumb Line

Maine Maritime Museum

January 2001

Number 24

Good for Another Hundred Years



The Mill & Joiner Shop was lifted several feet on steel I-beams while a new foundation was laid to support it for the next hundred years.

The Mill & Joiner Shop, a grand, sturdy industrial building that made its appearance during the 1899 expansion of the Percy & Small Shipyard, has been given a new lease on life. During the autumn, the mill was jacked up and supported on steel I-beams for several weeks while workers built a strong new foundation with perimeter drainage to steer water clear of the building.

The new foundation raises the building somewhat, allowing better access to the daylight basement storage area. Additional drainage will keep the basement dry and improve the overall health of the building. With these steps, we hope this historic building will be good for its second hundred years.

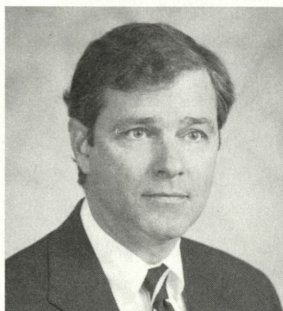
Built to process the heavy timber needed for wooden shipbuilding, the mill's underpinnings support not only the weight of "modern" (1900) machinery, but also the heft of the timbers. When the building was lifted off its old foundation this autumn, it was apparent that the 8- by 10-inch post-and-beam frame

remains healthy and able to bear its load. Inside the 6,000 square foot building, the circular sawmill, Daniels planer, and oversized tilting jigsaw weighed several tons. The second floor joiner shop contains a full inventory of woodworking machinery and workbenches.

The Mill & Joiner Shop renovation, funded by the recent capital campaign, marks a milestone in the Museum's stewardship of the shipyard. Plans have been afoot for a new mill foundation since Mr. and Mrs. L.M.C. Smith donated the 4-acre shipyard property to the Museum in 1975. That year, the Museum began restoring the shipyard buildings to their original appearance. Now that major repairs are complete, we'll turn to renovating the shipyard exhibitions to better tell the story of Percy & Small and wooden shipbuilding in Maine.

The Mill work was completed by contractors coordinated by Ledgewood Inc., including Clayton Copp & Sons, Bill Whorff & Sons, and Bath Electrical.

Our Mission is to collect, preserve and interpret materials relating to the maritime history of Maine and to promote an understanding and appreciation thereof.



From the Chart Table

It has been an eventful year.

We successfully concluded our capital campaign. Indeed, we exceeded our \$3,500,000 goal by more than \$550,000. With proceeds increasingly in hand, we have begun to tackle the several underlying projects of the campaign.

The Mold Loft, Caulkers' Shed, and Paint & Treenail Shop have been repainted. The Mold Loft and Paint & Treenail Shop have new roofs, as does the Mill & Joiner Shop and part of the Boatshop. We have spent several tens of thousands of dollars on (and under) our docks and piers, adding several years to the longevity of these structures. As this is written, the Mill & Joiner Shop has just been lowered back onto its replaced foundation, which, together with newly installed drainage, should add a second hundred years to the building's life.

The designs are nearly complete for the construction of the new Dining/Meeting Space (and collections storage space), the Percy & Small Orientation Gallery, and the Visiting Yachtsmen's Building.

Planning is well under way for the re-interpretation of the Percy & Small Shipyard exhibits, the centerpiece of which will be a magnificent sculpture memorializing the great coal schooner *Wyoming*, life-sized and extending from the Kennebec River to Washington Street.

In the past twelve months we've added several new members to our crew: Curator Anne Witty, Registrar John Hudson, Public Programs Director Karin Hansen, Education Coordinator Jason Morin, Volunteer Coordinator Stacy Rus, Public Programs Assistant Althea James, and Maintenance Assistant Mike Footer.

We've carried out our customary array of programs and events, and achieved some special milestones. The Maine School Board Association applauded us with its Distinguished Service to Education Award, for our Discovery Boatbuilding program for the South Bristol School. And we participated in the wonderful OpSail Maine 2000 in Portland! While a highlight was parading our pinky schooner *Maine* in the event, the Museum also contributed to the creation of the Maine Maritime Heritage Trail and to Lincoln Paine's very enjoyable book *Down East: A Maritime History of Maine*.

2001 promises to be every bit as challenging and eventful. I'd like to thank many of you for many instances of help. And, as always, I invite you to visit us here to see, first hand, our efforts at preserving a most marvelous heritage.

Tom

Thomas R. Wilcox, Jr.
Executive Director

The Rhumb Line Number 24 January 2001

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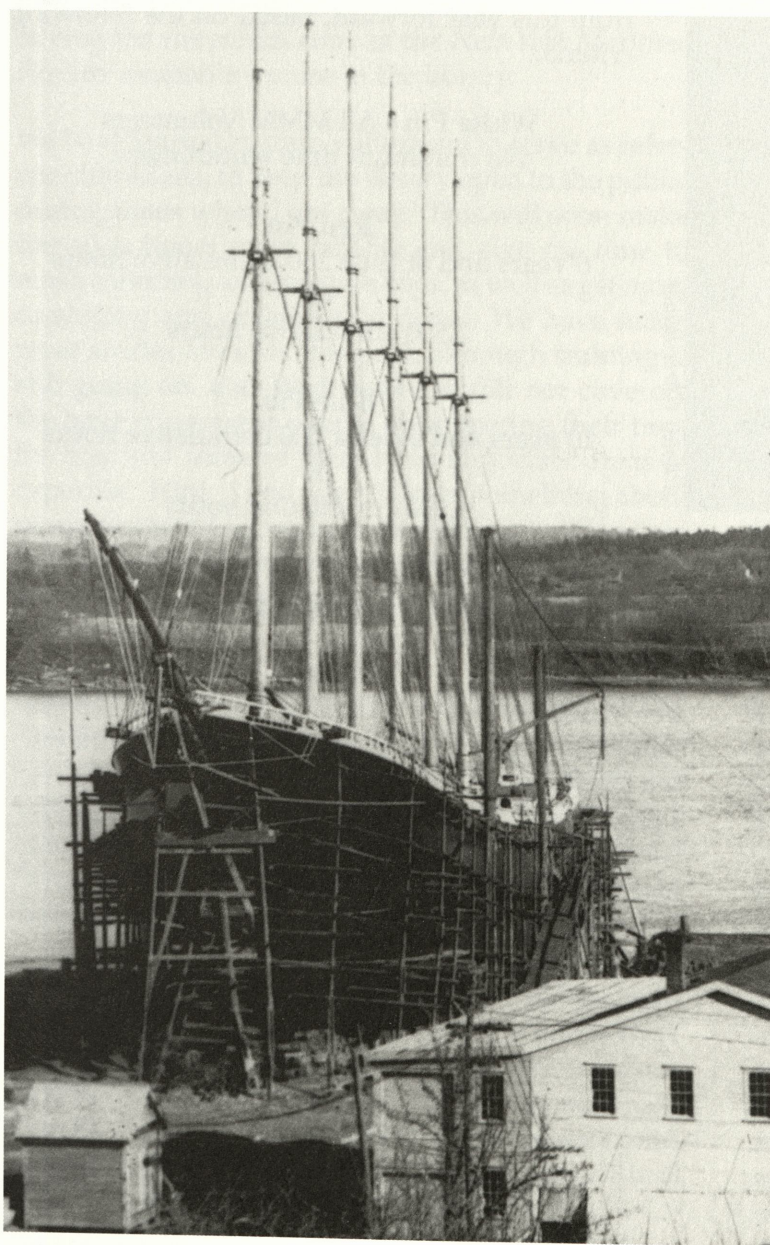
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Schooner *Wyoming* Project in the Offing

The building of an evocation of the 6-masted schooner *Wyoming* (as reported in the April 2000 *Rhumb Line*) is a step closer to reality. The Board of Trustees, meeting in December, heartily approved the *Wyoming* Selection Committee's recommendation to award the commission to the artistic and engineering team led by Joe Hemes and Andreas von Heune. The team, based in mid-coast Maine, proposes a compelling yet practical vision: a full-size sculptural representation of the bow, stern, frames, and sheerline of the *Wyoming*, crowned by six masts towering 123 feet high and set in a natural amphitheater on the site of Percy & Small's North Ways.

Just as the 1909 schooner was the largest wooden sailing vessel ever launched in the nation, her evocation is almost equally ambitious — one of the largest public art projects ever undertaken in Maine. The *Wyoming*'s massive hull form and deck will be indicated by ten sculptural steel frames, which will outline the vessel at each of the six masts. The tapering masts, spaced fifty feet apart and exceeding heights of 120 feet, will dominate the skyline. The structure's angled stem and jibboom will reach toward Washington Street, and the stern will extend to the Kennebec River.



The full-sized evocation will enable Museum visitors to appreciate the massive dimensions of Percy & Small's most significant undertaking. The 450' schooner *Wyoming* was built to carry coal — 6,000 tons of it. She had an active 14-year career carrying coal between Portland, Boston, and Virginia, until she met her end off Nantucket in a deadly nor'easter on March 11 or 12, 1924 — lost with all hands.

The team led by Hemes and von Heune was selected following a nationwide call for artists. Their proposal ranked high on all scores: artistic excellence; appropriateness to the site; durability of design and materials; and evidence of minimum maintenance requirements. Other members of the team are landscape architect Pat Carroll, structural engineer Bob Swift, electrical engineer Larry Bartlett, marine artist Sam Manning, and historian Ken Martin.

The 91st anniversary of *Wyoming*'s launch was observed on December 15, 2000. The final design and construction of the evocation will begin in early 2001.

The Wyoming being prepared for launching, about December 12, 1909. In the foreground are Percy & Small's transformer shed (left) and the mill building with its recently-added annex.

Our Blue-Ribbon Volunteers



Quartermaster Volunteer Jack Snyder

Each year, hundreds of people volunteer countless hours at Maine Maritime Museum. This year was no exception! During the past twelve months, our blue-ribbon volunteers donated 19,187 hours... the work equivalent of almost ten full-time employees! We were also delighted to welcome forty-three new "recruits" to this hard-working crew in 2000.

On the evening of December 7th, over one hundred volunteers and staff came together to celebrate our volunteers' many outstanding contributions this year. The evening also kicked off our new recognition program. Volunteers received enamel lapel pins recognizing their years and hours of service. Pins will be distributed, from this year forward, based on the following criteria:

White Pin - All MMM Volunteers
No minimum time requirement

Red Pin
5 years and at least 250 cumulative hours
or
2,500 cumulative hours

Blue Pin
10 years and at least 500 cumulative hours
or
5,000 cumulative hours

We are pleased to award the Blue Pin to the following volunteers this year:

Newell Avery	3650 hours	18 yrs.	Molly Luke	503 hours	37 yrs.
Chris Bauer	710 hours	23 yrs.	Bob Mansfield	819 hours	26 yrs.
Ernie Bowker	844 hours	11 yrs.	Judy Mansfield	869 hours	26 yrs.
Edward Donohoe	1543 hours	12 yrs.	Jim McGuiggan	1551 hours	23 yrs.
Mildred Farenwald	1261 hours	16 yrs.	Doris Meeker	535 hours	25 yrs.
Sally Graves	805 hours	10 yrs.	Glenna Morrison	1514 hours	11 yrs.
Bud Guild	5554 hours	16 yrs.	Joan Niles	1297 hours	12 yrs.
Roy Heely	611 hours	11 yrs.	Bob Niles	2014 hours	12 yrs.
Clinton Hilliker	955 hours	12 yrs.	Red Robertson	5343 hours	4 yrs.
Jim Kemp	799 hours	14 yrs.	Buzz Sawhill	1146 hours	12 yrs.
Muriel Kimball	878 hours	16 yrs.	Tina Sawhill	1271 hours	12 yrs.
Dottie Kotuby	511 hours	12 yrs.	Sandy Sistare	1428 hours	12 yrs.
Renfield Lamphere	1667 hours	16 yrs.	Alan Stewart	1438 hours	10 yrs.
Jim Lester	1154 hours	11 yrs.	Alice Stewart	1004 hours	10 yrs.
Joan Lipfert	1117 hours	12 yrs.	Fred Thomas	959 hours	10 yrs.
Lloyd Lowell	534 hours	12 yrs.			

Librarian's Lazarette

Nathan Lipfert, Library Director

To start, a correction: Roger Bragdon has pointed out an error in my piece last issue (#23, page 10) about the *New York Maritime Register*. In describing a voyage of the ship *Henry B. Hyde*, I said that the *Maritime Register* reported her sailing on 4 February 1885 from New York for San Francisco. As Roger showed me, the *Register* actually says 24 February. This, of course, completely destroys my point about the *Register* being more reliable than Frederick C. Matthews' *American Merchant Ships*. There is no discrepancy between the two sources on this point; it was evidently my imagination that caused the problem. The error, however, does not diminish my satisfaction at having the microfilm copy of the *New York Maritime Register* available for use in the library.

We have started to train volunteers to serve as reference librarians, to keep the library open to the public during times when I am away. This will soon make the open hours more reliable and give me time to make collecting and research trips, as well as get more cataloging and organization done. We have made great strides towards this goal, although training is still going on, and Wednesday is still not covered. We have some great people volunteering their time for this, and some of them have important areas of expertise. Hint: if you want to learn something about steam engineering, come in on Tuesday! If you are thinking of volunteering for this, though, don't get all shy because you aren't a maritime expert – we train.

In order to fumigate the occasional bug-infested collection (these things do tend to come out of people's attics and cellars), we have purchased a freezer and data loggers. The latter are handy little computerized devices which will track the temperature fall and rise, to ensure that the infestation is treated in the most thorough way. After decades of debate about

what can be used to kill insects that will not also harm all the people who come in contact with the material, there seems to be consensus that freezing is the most ideal solution. We expect to learn how to use our new toys in the next few weeks. The library and curatorial department together bought the 15 cubic foot freezer and two data loggers with funds provided by the Sewall Family Fund. Let the silverfish beware.

A recent purchase for the library/archives is a pair of documents which tell at least part of a wonderful voyage story, relating to the ship *Astrea* of Wiscasset. A portage account (crew payroll) and a legal deposition tell the exasperating tale of a 1798-1799 voyage from Wiscasset with lumber for Liverpool and return to Boston with sea coal and salt. This was the time of the Quasi-War with France, and things went badly for *Astrea* and her hapless Captain Spencer Tinkham. The ship was delayed loading at Liverpool, delayed further waiting for a convoy to form up, promptly lost the convoy and was captured by a French privateer, later was recaptured by an English vessel and returned to Liverpool, got ashore trying to enter Liverpool and was damaged so severely that cargo had to be discharged in order to make repairs, was held by the Admiralty for a time for payment of salvage, was delayed further arming the vessel and hiring extra crew, and fought off another French vessel on the way to Boston, where she did finally arrive. The vessel's irascible owner, General Abiel Wood of Wiscasset, was not pleased with all this, and the deposition relates to a court case between him and his Liverpool agents over the complicated accounts of the voyage, particularly the costs of arming the ship. This is interesting documentation of the conflict between protection of property and self-protection at sea, and will undoubtedly inspire further research into this particular Maine voyage.

Capital Progress

Maine Maritime Museum has been making *capital* progress on *capital* improvements to fulfill our *capital* campaign. We've almost finished renovations to some of our Museum's most precious assets, the historic buildings of the Percy & Small Shipyard. Preparation for new building projects is also well under way.



Photo by Ned Harding

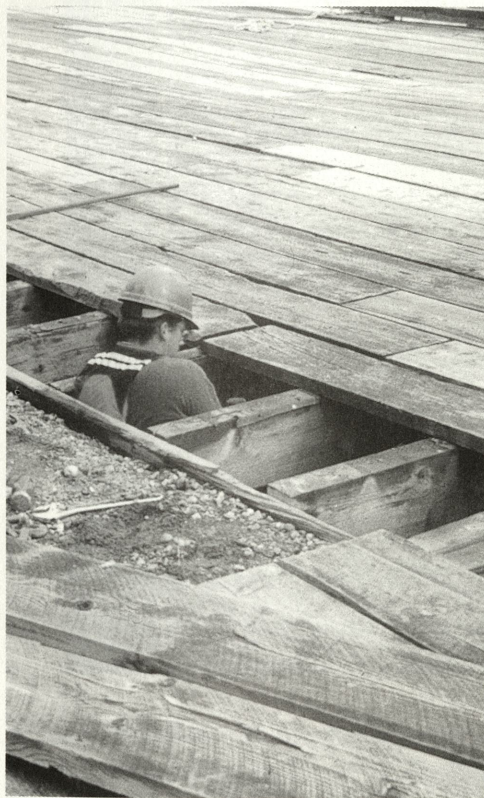
The Mold Loft (built 1917) sports a new roof, renovated windows, and a new paint job.



An energetic crew from U.S.S. Winston S. Churchill volunteered their help in clearing out the storage area beneath the Mill & Joiner Shop so that a new foundation could be built. "BZ" – well done – and thanks!

Pier Review

Reed & Reed renewed the fender pilings and structural underpinnings of the Fitting-Out Pier this autumn, extending the life of the dock by several years.

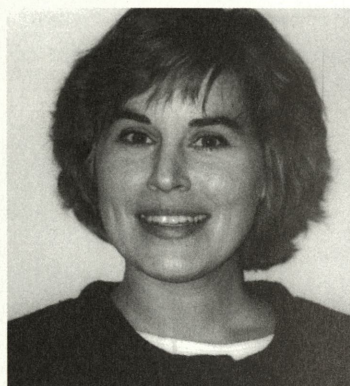


Make way for buildings! The historic "radio shack" (a deckhouse from a Ferris-type steamship that was converted at Percy & Small about 1920) was moved from its spot along the waterfront behind the Leon L. Bean building to create a building site for the planned Visiting Yachtsmen's facilities.

Hansen Takes the Helm for Public Programs

The Museum is delighted to welcome Karin Hansen as Director of Public Programs. Arriving this fall from the tidewater country of Maryland, Karin and her husband Todd Janeski are happily exploring Maine through some favorite pastimes: hiking, kite-flying on the beach, and hunting for the first snow of the year in higher elevations.

Karin comes to Maine Maritime Museum from the College Park Aviation Museum in College Park, Maryland, where she served as Public Programs Director. Prior to that she was with the National Trust for Historic Preservation, and brings many years of experience in research, developing educational programs, and designing educational components for exhibits. Already busy developing program ideas, she hints that more family activities and programs for middle- and high-schoolers may be on the horizon.



Karin Hansen

Some years back Karin set off for a career as a social studies teacher, but got hooked on museums while pursuing her master's in education. We're glad she fell into the museum world, and particularly glad that she has joined the crew at MMM.

Public Programs

Karin Hansen

As I write this article, my first for the *Rhumb Line*, I am happy to report that I am settling comfortably into my new office and into the department of public programs. My arrival in late October was greeted by "pirates" landing on the pier and storming the shipyard — an amazing start to a new adventure! Moving to Maine and joining the staff of this wonderful museum are both adventures I am thrilled to undertake.

This winter, I will continue to meet new faces and learn about the rich history of this region. I will be busy joining the ongoing programs: FLEX program tours, the South Bristol boatbuilding classes, and the Scouts at Camp-Ins. Additionally, I will continue to craft the calendar of events for spring and summer 2001. Watch for news of the upcoming spring lec-

ture series and boatshop workshops; both kick off in early April. Our beautiful Museum Store will host an early spring sale. The plans for the reinterpretation of Percy & Small Shipyard exhibits are developing well, and promise to be some of my most engaging projects — and to bring many exciting opportunities to all of us!

I invite you to stop by for a visit, say hello, and see the department in action. The FLEX students are learning about navigation, and the South Bristol classes begin building their boats in January. Now would also be a great time to share your thoughts, ideas and dreams. What would you like to do and see here at Maine Maritime Museum? I'd love to hear from you as I get to know the Museum and its talented crew of staff and volunteers.

PUZZLER from the Library



A New Puzzler: This photograph — an albumen print — was taken by Perry & Zirnbauer, Photographers, of Pensacola, Florida. On the back in pencil are the words, “This is the Bark-teen on the Beach,” and we see that it is indeed a barkentine which has gotten ashore. Two men standing in the shallow water hold lines, and men aboard the vessel seem to

be beginning the task of salvage. They are sliding the mizzen boom over the rail. The sheer is heaved up near the mainmast, making it seem likely that frames and/or keel are badly broken. On her stern, you can read her home port — Thomaston. Does anyone out there know the name of this sad vessel, and the story of her fate?



Last Issue's Puzzler: Rowland Logan of the Islesboro Historical Society and John Arrison and Laura Saunders of Penobscot Marine Museum kindly provided additional information about two of the gentlemen in Issue #23's Puzzler picture. Capt. Benjamin Ray Redman (1836-1905) and Capt. Charles Emery Williams (1854-1936) are both from Islesboro, it turns out, and related — Capt. Williams was married to Capt. Redman's daughter Elnora. The other folks in

the picture are not from Islesboro, evidently, and we did not learn the name of the vessel on which they are standing. However, we did learn the names of five other vessels associated with these skippers, and perhaps we will be able to run down the facts of the case eventually. Many thanks to Ms. Logan, Mr. Arrison, and Ms. Saunders for taking the time to help us out on this.

News *In Store*

The Museum Store thanks its faithful holiday patrons! The Store's profits all go to the Museum, so your support is truly important, and appreciated.

Come back and visit this winter. We have a constant supply of new books on the sea, perfect for reading on these long winter evenings. Whether you are looking for tales of adventure, disaster, or sea creatures, maritime history, boatbuilding manuals, or novels – all abound on our shelves. And remember, we can order the title you want as quickly as Amazon! We can ship any book anywhere.

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Spring 2001 Calendar

In the Boatshop: Spring Workshops

For more information and complete class descriptions,
please call the Museum at 207-443-1316, ext. 322.

Class size is limited; register early!

Half Modeling

Wednesdays, April 4th – May 9th, 7 – 9PM; tuition \$195

Introduction to Measuring and Documenting Small Craft

April 7th and 8th, 9AM – 4PM; tuition \$150

Lofting

April 21st and 22nd, 9AM – 4PM; tuition \$150

Skiff Building

June 11th – 14th and June 18th – 21st (Monday through
Thursday), 9AM – 3:30PM; tuition \$200

Explore the History and Lore of Maine Islands

Spring Lecture Series begins April 5th

Thursday evenings, 7 – 9 PM

Maritime History Symposium

May 4th – 6th (Friday evening through Saturday noon)

Registration Fee: Members \$60, non-members \$70

(After April 1st, \$65 and \$80)

WELCOME ABOARD!

New Members

August – November 2000

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T. Bannister
Faith Barnes & Stephen Majercik
Stephen & Deborah Brown
Roy W. Bruning
Steve Bunnell
Mr. & Mrs. Adam P. Burden
Christian C. Burden
Robert Caldwell & Helen Bole Jones
Elinor Clark
L. Douglas Cleary, USN (RET.)
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Mr. & Mrs. David Varney
Michael Walker
Bradford Welles & Miriam Welch
Jean Whiting
Andy Williams
Helen Williams
Mr. & Mrs. James C. Windhorst

In Memoriam

Frederic M. Schaefer

As we go to press, the Museum is sad to receive word of the passing of our Trustee and colleague Fred Schaefer, on Christmas Day. A Board member from 1981 to 1988, Mr. Schaefer had re-joined the Board this year, continuing a long commitment to Maine Maritime Museum. We extend our sincere condolences to his family.



*Don't Let Us Sail
Without You!*

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Sustaining	\$125-249
Patron	\$250-499
Shipwright	\$500-999
Downeaster	\$1000+

**Please send us your check or call our
Membership Office at (207) 443-1316**

Join Us "In the Steps of John Popham"

Trip to England Scheduled for March 29th - April 7th

Members are cordially invited to join a travel group embarking for England to visit sites associated with John Popham and the Popham Colony, a 1607 effort to establish an English presence at the mouth of Maine's Kennebec River. Departing from Boston on March 29th, the tour takes in Plymouth, Taunton, Bristol, Marlborough, and many other sites, and includes stops in London and the National Maritime Museum in Greenwich. The trip will return April 7th. Program fees are \$2830 per person, double occupancy, including air fare from Boston, New York, or Newark.

Joint organizers of the trip are Maine Maritime Museum, the Maine State Museum, and Maine's First Ship. Bud Warren, President of Maine's First Ship, and Dr. Jeffrey Brain, site archaeologist for Fort St. George at Popham Beach, will accompany the group and provide insight into this period in Anglo-American history. Museum members have already received a detailed brochure. For detailed itinerary and registration materials, telephone Lord Addison Travel at 800-326-0170; fax 603-924-9211; or visit them on the web at www.lordaddison.com



This issue of *The Rhumb Line* is sponsored in part by the generosity of C. W. Rogers True Value Hardware, 55 Congress Avenue, Bath.

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MUSEUM



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